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above the surface of the ocean, and its clear weather a vessel may run aground almost before coming in sight of the land. Many vessels have struck its treacherous coast and gone to pieces, and no one, even the few inhabitants of the dreary waste, can begin to estimate the number of persons who have met death on this isolated sand-bank, and no tidings of their fate have ever come to the ears of the living.

THE PEOPLE OF CHICAGO.

The people of Chicago, scarcely less than the people of Hyde Park, have an interest in the outcome of the struggle now progressing in our pretty southern suburb on the question of prohibiting the transportation through its limits of the carcasses of dead animals in transit to the rendering works lately established twenty miles south. The interest Chicago has in encouraging the removal from the vicinity of the Stock Yards of all the stink-breeding establishments, and Hyde Park ought surely to share in this desire. Therefore, it is earnestly to be hoped that the Village Trustees will promptly vote down the ordinance to be submitted at their meeting tonight, which aims at forbidding the transportation by rail or otherwise of dead animals, offal, etc., within the limits of Hyde Park. It appears on indisputable authority that the company interested in the shipment of the offensive stuff to the rendering works just across the Indiana line have taken every possible precaution against making these shipments a nuisance, saving the expense of constructing air- and water-tight cars with side doors to be kept tight with these preventive measures the rapid passage of a special train through Hyde Park after midnight will create an offense to the people of the village; and it is morally certain that no such ordinance as that proposed to be passed is in the interest of the public health. There is, on the contrary, some reason to believe that the ordinance is in the direct interest of a rival rendering company in the Town of Lake which is trying to secure a monopoly of the dead-animal business. By all means let the dead animals be carried through and beyond Hyde Park in the inoffensive manner proposed, and by no means decrease the source of the stink nuisance south of Chicago.

WHY BENNER WAS RESTORED.

The Chicago Times yesterday, as the local organ of Mr. HARRISON, was odorous in its abuse and misrepresentations of the Council, of other citizens who had suggested objections to Mr. BENNER's removal, and of all persons who did not weep over the mortification of the Mayor's wounded vanity. Here is the statement, now produced, of the reasons why BENNER was restored:

"A few days after Mr. HARRISON was installed as Mayor, and had announced that it would be his policy to restore the Council to the various heads of Departments, Mr. BENNER was asked, in the presence of several gentlemen in the City Hall, if he had sent in his resignation. 'Not by a long way,' was his answer, and then, with a contemptuous sneer at his failure, he said: 'I don't care that for Mayor HARRISON.'

"2. Being asked to co-operate with the Mayor in his policy to restore the Council, he announced that he would examine the law in the case, his early education as a saloon-keeper having especially fitted him for the solution of knotty legal questions. He was then asked if he had not done what he had been instructed to do by the Mayor of Chicago.

"3. When his resignation was requested he announced that he would examine the law in the case, his early education as a saloon-keeper having especially fitted him for the solution of knotty legal questions. He was then asked if he had not done what he had been instructed to do by the Mayor of Chicago.

"These are, in the main, the offenses which he committed."

This is, it is needless to say, in all parts a fiction. The action of BENNER up to the time of his removal was just stated: He was directed to make a scale of reductions in the expenditures of the Fire Department amounting to 25 per cent. He scheduled the appropriations, and proposed a reduction of expenditures in the sum of \$89,000, leaving a sum between \$6,000 and \$7,000, which could be reduced only by taking it from the salaries of the men. He suggested that, if the men's pay were reduced arbitrarily from what had been voted, they might recover the difference by suit at law, and then the Mayor advised that the men should sue the city, and he was told "voluntarily." The Mayor directed that the Chief Engineer lay this subject before the men, that they might "voluntarily" relinquish a part of their pay. He did this; the men voted no. The Mayor then demanded the resignation of the Chief, who answered that before acting he would take advice, and then he was removed. The Mayor in no instance ordered the Chief to reduce the men's pay; this could not be done except by removing the men and employing others at lower wages. BENNER could not, had he been so ordered, reduce the pay of the men. He could not coerce or bully them into a "voluntary" surrender, and was not ordered to discharge them. He violated no order and disobeyed no order.

Just here Mr. HARRISON and his organ should remember the law. In order to protect the Police and Fire Departments from being subject to political or party control, and to render them free of party influences, the present rule and the law was adopted denying to the Mayor the power to remove certain officers whenever the City Council should by a two-thirds vote refuse its consent thereto. This is the law, whether Mr. HARRISON will or not. To give the Council a veto upon the power of the Mayor to remove certain officers, with a knowledge of this law the Mayor removed the Fire-Marshal. The Council, acting in sympathy and agreement with nine-tenths of the people of the city of all parties, considering that the officer had been guilty of no disobedience or insubordination, and had been a faithful servant, disapproved of his removal. In all this there was nothing personal. It was simply a declaration that the Fire-Marshal had been removed without sufficient cause. That was the end of the matter. There was no "conviction" on one hand, or "vindictiveness" on the other. The resolution simply gave legal expression to the universal opinion of the general public.

The source of the Mayor in emptying daily his buckets of filth, through his personal organ upon every person and everybody who happens to disapprove of BENNER's removal is not calculated to impress the public with any reverence or respect for the Mayor's purity of language, sweetness of temper, or toleration of difference of opinion.

What has taken place since is wholly distinct from, and in no part of, the case as it stood up to the restoration of BENNER. His resignation, be it for whatever cause, is an independent matter. If the resignation be the result of a contract for reappointment by the Mayor, then it is an act of stupidity. In the first place, the Mayor will never carry out an arrangement, and it will require the

consent of the Council, which consent will not probably be given. The public care nothing for the ruffled temper and wounded vanity of the man; when they subordinate public interests to mere questions of precedence and punctilio, of apology and obeisance, both parties lose public respect, and the sooner the mountebank style of performance is over the better.

ANOTHER TELEGRAPH WAR.

The Western Union Telegraph Company recently applied for an injunction in the Circuit Court of St. Louis to restrain the St. Louis, Kansas City & Northern Railroad and other parties from constructing and operating a line of telegraph from St. Louis to Kansas City. The ground on which the application was based is that the Western Union has a contract with said railroad, as with others, whereby the railroad is permitted to use the Western Union lines for its own business, but agrees, in consideration thereof, not to permit any other telegraph company to enter its depots, nor carry material for the construction of an opposition line, nor in any other way aid or encourage the establishing of a competing line. Judge THAYER denied the motion for a temporary injunction, and, as this denial was based upon a State statute which prohibits any property-holder from granting the exclusive right of way to any telegraph company, it is naturally concluded that the company for a permanent injunction will likewise be refused.

In a conversation with a reporter for the Globe-Democrat, Mr. ALLEN, one of the attorneys for the Western Union Telegraph Company, said that this was but a part of a huge stock-jobbing operation of JAY GOULD. Mr. ALLEN went over the history of the Atlantic & Pacific Telegraph Company, which JAY GOULD built up and perfected, and then used to depreciate Western Union stock; all this, according to the attorney's notion, was simply preliminary to a purchase of large blocks of Western Union stock by JAY GOULD, after which a consolidation was brought about, Western Union stock again run up to a high figure, and JAY GOULD thus enabled to make millions of money. The same authority is responsible for the statement that JAY GOULD intends to construct several lines of telegraph in different States along the railroads which he controls, and eventually consolidate them so as to control a formidable rival to the Western Union Telegraph Company. The new privilege granted by Congress in the Army bill passed at the last session, which authorizes any railroad company to do a general telegraph business over its lines by simply filing notice of such intention, will contribute to the success of such a scheme. The purpose accredited to JAY GOULD is to secure the bulk of the general telegraphing business by low rates, thus cut down the dividends of the Western Union, then buy in the Western Union stock in large quantities, as he did before, finally bring about a consolidation, and thus realize some millions by the operation.

THE LAND SYSTEM OF ENGLAND, AND CHEAP AMERICAN FOOD.

A short time ago a special advocate of the cause of workingmen protested against the production of cheap American goods, and ground that even dollars worth of American goods sold abroad was taking that much money out of foreign workmen. The American productions of surplus for export are working a peaceful but far-reaching revolution, social and political, in other lands, and especially in Great Britain.

It has been notorious that the food supply in England has been for many years so short that it has been necessary to import bread. The argument has been that, so long as England could export and sell her manufactures, she could well afford to purchase any deficiency in her food supply. The sale of British manufactures has, however, so far fallen off in the country that it is now a question of vital importance, and to a people whose wages have fallen off 50 to 60 per cent the ability of Americans to furnish them with abundant and cheap supply of bread and meat is most providential and beneficial. It stands in the way of want and starvation. The production of immense quantities of breadstuffs and provisions in the form of wheat, flour, fresh and salted meats, bacon, butter, and cheese, has of necessity brought down the prices of like English commodities that British farming is no longer profitable.

The question of profit is no longer an open one in England. All hope of raising wheat or meat in that country at a profit has ceased, and this has brought the farmer and all others of England face to face with the necessity of reforming the land system of that Kingdom. The whole area of agricultural lands in Great Britain and Ireland is limited, and these lands are held by a comparatively small number of owners. The policy has been to still further consolidate, by marriage and otherwise, the large estates, and thus confine to an small number of families as possible the ownership of the whole cultivable area of the islands. Having a monopoly of the land, the owners have been able for the most part to dictate their own terms, and it has often happened that farmers, in their efforts to obtain leases, have bought one another by offering higher rents. During the year 1877-78 the total rents paid by tenants to landlords in Great Britain and Ireland aggregated as follows:

In England.....	\$325,000,000
In Ireland.....	68,000,000
In Scotland.....	70,000,000
Total.....	\$463,000,000

This rental was paid in addition to all taxes, rates, and other charges, special and general. It was also in addition to the contract to place a given quantity of manure on each acre each year. It is stated that on the best farms where the greatest yield is sought, the deposit is equal to fourteen tons of barn-yard manure per acre, or its equivalent in artificial manures, annually. It will be seen how costly is this annual contribution to prevent the soil wearing out. The taxes and rates and the manures probably are equal in England one-half as much as the direct rentals.

The tenants are not working farmers; they lease the largest number of acres they can get, and they hire all their laborers. In all Europe there is no class of persons more degraded or more stolidly ignorant than the farm-hands of England. They are reduced to wages averaging possibly 50 cents a week each year, and they are permitted to have their families live on the land, and to let their children work for them, and to let their families become a charge on the almshouse, which is supported by "rates" collected of these farmers. The moral and intellectual condition of these agricultural hands may well be imagined. Occasionally some of the children and the wife may find a few days' work, but the substantial means on which these millions of people live is the scant wages we have stated. The average number of men employed on a good farm in England is sixteen to an acre, and to enable the tenant to pay his rent and meet all the other charges, he has to reduce the wages of his hands to this lowest point. Considering the prices at which American breadstuffs and meats can be delivered in England, the hopelessness of agricultural industry in that country at the present time and under present circumstances is evident. Can that industry be revived, and by what means?

The revolution in this country of producing a surplus is silently working the great revolution in the English land system, which required this prostration of British agriculture to inspire it. The mere reduction of rents may stay, but cannot arrest the revolution which has begun. The \$475,000,000 cost of a farmstead in this country for taxation is the rich pickings of what France styles the "glutinous aristocracy."

to carry. The rent has become too enormous. A small class of persons are skinning the earth annually of its substance. The system has failed for want of substance. If the rent be reduced 25, 30, 40, or 50 per cent, the blow at the land, proprietors will be felt by them with great severity, but even that will not meet the emergency. At the recent Royal Agricultural Exhibition in London, the failure of British farming was confessed, and not a hope expressed of relief until there was a change. Protection, it was conceded, was no remedy, and the farmers openly expressed themselves that the time had come for radical changes in the land system. This change means nothing less than the abolition of primogeniture and free trade in land. It means the breaking up of the large estates, the distribution of the lands among those who will both own and cultivate them. Then the lands, relieved of an annual rental equal to or exceeding their productive value, may be cultivated at a profit to their full extent. Great Britain, with the farmer-tenant (a sort of middle man) system abolished, and the lands owned in small farms by the men who cultivate them, will be able to place breadstuffs on her own market at prices that will be both profitable and which will defy competition for some years to come. Taking the price of wheat all over the world, the cost of production will be reduced to the cost of the present rental, and to the extent of much of the present cost of labor. Instead of the present class of farmers, who hire land and then hire labor, and seek profit out of both, there will succeed another class of farmers, where each will be himself a laborer.

American wheat is now offered in competition with British wheat, the latter of which is protected by the cost of transportation by rail and steamer from the Mississippi River to Liverpool, a distance of 4,000 miles, besides the cost of handling. This protection ranges from 25 to 40 cents a bushel. And this protection must always continue. With British lands broken up into small tracts, each occupied and cultivated by the owner, with the cost of production reduced to the extent we have shown, British wheat will not only be a more profitable crop, but will successfully defeat all competition from the cheap lands and produce virgin soil of America.

It is true this great revolution in the British land system has not yet been accomplished, and it will require many years before a new system of farming proprietors can be successfully put in operation. The first step has, however, been taken, and that is in establishing to the satisfaction of the whole people that the change must take place speedily. A reduction of rents may mitigate the present evil, and partially delay radical measures, but the radical change must in the end take place. Primogeniture, the great obstacle to any system of land reform in England, must be removed before anything else can be done, and in the work of abolishing that relic of feudalism the cheap bread and cheap meats of America are among the most powerful agents. They will bring the political question in England hither, and until it is determined.

By the Editor of the Tribune.
 Chicago, July 17.—As the question of National defense of later years has been somewhat prominent lately, the following questions will not, it is believed, be regarded as out of time or place. Other topics will be treated in our next issue.

1. Suppose the United States should be unjustly injured by foreigners, would not the Government of the Nation feel bound, if necessary, to take up the quarrel and obtain redress?

2. Suppose the United States should be unjustly injured by foreigners, would not the Government of the Nation feel bound, if necessary, to take up the quarrel and obtain redress?

The first "supposition" is based on a false assumption and a total misconception of the constitutional attitude of the States to foreign Powers. The separate States have no foreign relations, and the United States, as a whole, has no foreign relations. The United States, as a whole, has no foreign relations. The United States, as a whole, has no foreign relations.

The physical and psychological abnormalities of the New Englanders are a source of body and nerve weakness, and a source of mental and moral weakness. The New Englanders are a source of body and nerve weakness, and a source of mental and moral weakness. The New Englanders are a source of body and nerve weakness, and a source of mental and moral weakness.

The New Orleans Democrat reports the removal of the negro exodus in larger proportions than ever, and from an entire new region of country—namely, the sugar parishes of Louisiana. The Democrat says: "Within the past few years the symptoms of the emigration have been manifested in different degrees in the various parishes of Louisiana. The negroes have been driven from the sugar parishes of Louisiana. The negroes have been driven from the sugar parishes of Louisiana."

Mr. SCHERMAN is advised by an Eastern exchange to hunt up in Maine, when he goes there, a laboring man who writes as follows to one of the State papers: "I am a laboring man. Let me give you some figures which prove that the time has come to get rid of the State paper. In 1861 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1862 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1863 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1864 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1865 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1866 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1867 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1868 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1869 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1870 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1871 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1872 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1873 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1874 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1875 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1876 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1877 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1878 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1879 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1880 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1881 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1882 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1883 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1884 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1885 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1886 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1887 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1888 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1889 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1890 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1891 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1892 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1893 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1894 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1895 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1896 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1897 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1898 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1899 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1900 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1901 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1902 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1903 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1904 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1905 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1906 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1907 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1908 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1909 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1910 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1911 I worked for the State paper for a year, and I was paid \$1.25 per day. In 1912 I worked for

no interference will be had with the voter

no interference will be had with the vested rights of the Province of Quebec.
OTTAWA, July 17.—United States Consul Cummins died to-day.

FIRES.

CHICAGO.

The alarm from Box 365 at 8:50 last evening was caused by some boys setting fire to some straw in an alley near Fourteenth street, and between Stewart avenue and Canal street.

A still alarm to Chemical Engine No. 1 at 9:04

small ante-room attached to the Odd-Fellows Hall, on the third floor of the building No. 5 West Randolph street. Damage to building, \$

AT SAND LAKE, MICH.
Special Dispatch To The Tribune
SAND LAKE, Mich., June 17.—A small
frame building owned by James J.
Grady, Times agent from Sand Lake in this
county, was lost by W. W. Faubus's store was
destroyed by fire last night. Loss, \$1,800; of
which there was \$1,000 insurance. The fire
was the work of an incendiary.

AT ALPENA, MICH.
Special Dispatch To The Tribune
ALPENA, Mich., July 17.—The steam-
ship "East Saginaw," which left yesterday de-
stroyed by Ben Leno, at Alcona, probably de-
stroyed by fire yesterday. Loss, \$5,000. The
fire caught in several places, and the town nar-
rowly escaped a large conflagration.

AT DELAWARE, O.
CLEVELAND, O., July 17.—The store of L.
Jenkins of Delaware, O. was damaged by

AT DELAWARE, O.
CLEVELAND, O., July 17.—The store of L. J. Jankins, of Delaware, O., was damaged by fire \$10,000 this morning. The loss was insured. The following: Knox Mutual and Richmond, \$5,000 each; Western and Columbian, \$2,000 each.

NEAR RENO, NEV.
RENO, Nev., July 17.—A fire started in the snowsheds on the Central Pacific Railway near Emigrant Gap and Cincas at 10:30 this morning, burned 1,500 feet of sheds, and destroyed trains four hours.

Smith and Webster.
 The following story is told of Mr. Smith, a colored caterer, who was once a free man of the azco. Paran Stevens, whose landlord of the name in Boston, sent for Smith and said: "My brother of distinguished friends down at Marsfield, Ind. has disturbed some negroes, and he wants you to cater for him." Said Smith, "I won't go." "You must," said Mr. Stevens; "let me show you and introduce you to Mr. Webster." With

had on at the time a Kosuth hat, which had just come in vogue in those days. He did not remove it as he entered Mr. Webster's room.

had on at the time a Kossuth hat, which, had just come in vogue in those days. He did not know me, but he recognized the name of the speaker. Mr. Stevens introduced him to the statesman, with the remark: "This is Mr. Smith, of the *Free Press*, who has been here for some time, and wanted. As soon as Mr. Webster recognized him speaking Mr. Smith got up, and, swinging his hat in his hand, said, with great volubleness, "I have been here for some time, waiting for the Fugitive-Slavery bill, and I am a fugitive slave"; and with this remark he turned on his heel, and left Mr. Stevens and Mr. Webster looking after him together.

front of the house, and pecking him until he retired from the field. This occurred several times, the bird always coming off victorious.

from the dog house and pecking his nails be-
hind him. This occurred several times, the bird always
returning to the dog house.
Olatia the oriole has shown more objection
than common to the dog, perhaps because
he is not used to him. He has been
seen to fly to the dog house and
one day the unhappy spauld came out to lie
on the front steps, but was not allowed to
enter the dog house. The oriole was
driven down on him, pecked his back, pulled his wings
and feathers, and bit him. The bird was
in his eye, and made it so uncomfortable
for him that the dog ran into the house. But his
eye was not hurt. The dog was driven
from the house after him, beating him continually.

Snailsheds.

Desmids (Coccyz) & Erythron.

For about two weeks the shores of the pond
at New Fairfield have been lined with snailsheds
and the water is covered with them. They
appear, and the occasion being the opening of
the built-up season, in numbers such as were
never before seen. The shells are of recent years
and the banks of the pond are covered with
them. The shells are of various sizes, from
peas and single rings, boys on foot and boys
on horseback, all ready for phalaris assault. The
shells are of various colors, some of them
man waded into the water, and with an iron

being unprovided with tackle, have killed them with stones or caught them with their hands. A pair of three persons in one day took nearly

being unprovided with ta-kia, have killed them with stones or carried them with their hands. The number of victims was not more than 100 of these. It is estimated that in one day about 10,000 bulls were taken from these districts.

Imitations.

Imitation porcelain pipes are now manufactured from potash in France. A pound of potash is placed in sulphuric acid, and water, in the proportion of eight parts of the former to 100 of the latter. It remains in this liquid for 24 hours, and is then dried with blotting paper, and submitted to a certain pressure, when it becomes a material that can be readily shaped. The counterfeit is said to be as good as the original. The same process for billiard-balls, can be made by still greater pressure. A resemblance of coral is obtained by treating coral in the same manner.

AMUSEMENTS.

WHITE-STOCKING PARK.

THE RENOWNED PROVIDENCE TEAM

[illegible]

CHURCH CHOIR COMPOSER
In H. M. S. PINEAFORE.
Universally recognized as the ONLY Pineafors Composer

IN THE R. & F. PINAFORE

Universally recognized as the ORLETS Pinnafore Company.
The best cast ever presented in America. A literary
and dramatic company, whose members are all actors,
musicians, comedians, etc., etc. Seats may be secured on week-
days at 7 o'clock, and on Saturday, July 20th, at 6 o'clock.

MIVVERLY'S THEATRE.

Thoroughly Venetian, Good and Pleasant.

**HILLIANT
LOVES OF
THE
COMEDY.**

ENGAGED.

LARGE AUDIENCE EVERY NIGHT.
Wednesday - Saturday - Sunday.

DARK-FACE PATULLER,
Concert Twenty-second-st. and Cottage Grove-st.

THIS EVENING AT 8 O'CLOCK.

GRAND CONCERT

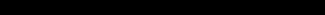
BYP THE FULL

HICAGO ORCHESTRA.

Under the direction of ADOLPH BOEKHOEFER.
Admission, 25 cents. Those Concerts will sell place
very cheap. The orchestra will play the most famous
music of the world.

BARLON'S THEATRE.

COOLEST THEATRE IN THE CITY.

[illegible]

1

MINERAL WATER.

naris

MINERAL WATER.

flavor, alone or mixed with wines or spirits. — Prescriber.

Remark: "In conformity with your request the
made into the matter by our Consul at Cologne,
my opinion, formed after what I consider a care-

noted at the Apollinaris Spring, as exposed to the
the evidence which accompanies the Council's dis-
water, as impure, is a Natural Mineral Water,
eminent scientists of the Old World, as
University of Berlin, Member of the Scientific
Medical Society of Germany, etc., etc.
the University of Oxford, Chemical Judge at the
the Apollinaris Water, being offered to the public,
bears the Yellow Label, and the name of

RAILROAD TIME TABLE

ARRIVAL AND DEPARTURE OF TRAINS.

EXPLANATION OF REFERENCE MARKS.—A Sounding
clock. *Sunday excepted. †Monday Sounding

CHICAGO & NORTHWESTERN RAILWAY.
 Offices, 40 Clark-st. (Sherman House) and at
 the depots.

	Leave.	Arrive
de Fast Line	10:30 a.m.	8:40 p.m.
Chicago City & Yankton	10:30 a.m.	8:40 p.m.
Laurel Day Ex. via Clinton	10:30 a.m.	8:40 p.m.
Chicago Night Ex. via Clinton	8:15 p.m.	7:15 a.m.
Chicago City & Yankton	8:15 p.m.	7:15 a.m.
Port. Rockford & Dubuque	8:15 p.m.	7:15 a.m.
Port. Rockford & Dubuque	8:15 p.m.	7:15 a.m.
Chicago Fast Mail	8:30 a.m.	8:30 p.m.
Chicago Passenger—Sundays	8:30 a.m.	8:30 p.m.
Chicago Passenger	8:30 a.m.	8:30 p.m.

[illegible]

GO. BURLINGTON & QUINCY RAILROAD
foot of Lake-st., Madison-st. and Sixteenth-st.
and and Sixteenth-sts. Ticket Office, on Chair-
at de pots.

	Leave.	Arrive.
to St. Louis Express.....	7:25 a.m.	7:30 p.m.
to Kansas Express.....	7:30 a.m.	7:40 p.m.
to Chicago Express.....	7:35 a.m.	7:45 p.m.
to St. Louis Express.....	7:40 a.m.	7:50 p.m.
to Kansas Express.....	7:45 a.m.	7:55 p.m.
to Chicago Express.....	7:50 a.m.	8:00 p.m.
to St. Louis Express.....	7:55 a.m.	8:05 p.m.
to Kansas Express.....	8:00 a.m.	8:10 p.m.
to Chicago Express.....	8:05 a.m.	8:15 p.m.
to St. Louis Express.....	8:10 a.m.	8:20 p.m.
to Kansas Express.....	8:15 a.m.	8:25 p.m.
to Chicago Express.....	8:20 a.m.	8:30 p.m.
to St. Louis Express.....	8:25 a.m.	8:35 p.m.
to Kansas Express.....	8:30 a.m.	8:40 p.m.
to Chicago Express.....	8:35 a.m.	8:45 p.m.
to St. Louis Express.....	8:40 a.m.	8:50 p.m.
to Kansas Express.....	8:45 a.m.	8:55 p.m.
to Chicago Express.....	8:50 a.m.	9:00 p.m.
to St. Louis Express.....	8:55 a.m.	9:05 p.m.
to Kansas Express.....	9:00 a.m.	9:10 p.m.
to Chicago Express.....	9:05 a.m.	9:15 p.m.
to St. Louis Express.....	9:10 a.m.	9:20 p.m.
to Kansas Express.....	9:15 a.m.	9:25 p.m.
to Chicago Express.....	9:20 a.m.	9:30 p.m.
to St. Louis Express.....	9:25 a.m.	9:35 p.m.
to Kansas Express.....	9:30 a.m.	9:40 p.m.
to Chicago Express.....	9:35 a.m.	9:45 p.m.
to St. Louis Express.....	9:40 a.m.	9:50 p.m.
to Kansas Express.....	9:45 a.m.	9:55 p.m.
to Chicago Express.....	9:50 a.m.	10:00 p.m.
to St. Louis Express.....	9:55 a.m.	10:05 p.m.
to Kansas Express.....	10:00 a.m.	10:10 p.m.
to Chicago Express.....	10:05 a.m.	10:15 p.m.
to St. Louis Express.....	10:10 a.m.	10:20 p.m.
to Kansas Express.....	10:15 a.m.	10:25 p.m.
to Chicago Express.....	10:20 a.m.	10:30 p.m.
to St. Louis Express.....	10:25 a.m.	10:35 p.m.
to Kansas Express.....	10:30 a.m.	10:40 p.m.
to Chicago Express.....	10:35 a.m.	10:45 p.m.
to St. Louis Express.....	10:40 a.m.	10:50 p.m.
to Kansas Express.....	10:45 a.m.	10:55 p.m.
to Chicago Express.....	10:50 a.m.	11:00 p.m.
to St. Louis Express.....	10:55 a.m.	11:05 p.m.
to Kansas Express.....	11:00 a.m.	11:10 p.m.
to Chicago Express.....	11:05 a.m.	11:15 p.m.
to St. Louis Express.....	11:10 a.m.	11:20 p.m.
to Kansas Express.....	11:15 a.m.	11:25 p.m.
to Chicago Express.....	11:20 a.m.	11:30 p.m.
to St. Louis Express.....	11:25 a.m.	11:35 p.m.
to Kansas Express.....	11:30 a.m.	11:40 p.m.
to Chicago Express.....	11:35 a.m.	11:45 p.m.
to St. Louis Express.....	11:40 a.m.	11:50 p.m.
to Kansas Express.....	11:45 a.m.	11:55 p.m.
to Chicago Express.....	11:50 a.m.	12:00 p.m.
to St. Louis Express.....	11:55 a.m.	12:05 p.m.
to Kansas Express.....	12:00 a.m.	12:10 p.m.
to Chicago Express.....	12:05 a.m.	12:15 p.m.
to St. Louis Express.....	12:10 a.m.	12:20 p.m.
to Kansas Express.....	12:15 a.m.	12:25 p.m.
to Chicago Express.....	12:20 a.m.	12:30 p.m.
to St. Louis Express.....	12:25 a.m.	12:35 p.m.
to Kansas Express.....	12:30 a.m.	12:40 p.m.
to Chicago Express.....	12:35 a.m.	12:45 p.m.
to St. Louis Express.....	12:40 a.m.	12:50 p.m.
to Kansas Express.....	12:45 a.m.	12:55 p.m.
to Chicago Express.....	12:50 a.m.	1:00 p.m.
to St. Louis Express.....	12:55 a.m.	1:05 p.m.
to Kansas Express.....	1:00 a.m.	1:10 p.m.
to Chicago Express.....	1:05 a.m.	1:15 p.m.
to St. Louis Express.....	1:10 a.m.	1:20 p.m.
to Kansas Express.....	1:15 a.m.	1:25 p.m.
to Chicago Express.....	1:20 a.m.	1:30 p.m.
to St. Louis Express.....	1:25 a.m.	1:35 p.m.
to Kansas Express.....	1:30 a.m.	1:40 p.m.
to Chicago Express.....	1:35 a.m.	1:45 p.m.
to St. Louis Express.....	1:40 a.m.	1:50 p.m.
to Kansas Express.....	1:45 a.m.	1:55 p.m.
to Chicago Express.....	1:50 a.m.	2:00 p.m.
to St. Louis Express.....	1:55 a.m.	2:05 p.m.
to Kansas Express.....	2:00 a.m.	2:10 p.m.
to Chicago Express.....	2:05 a.m.	2:15 p.m.
to St. Louis Express.....	2:10 a.m.	2:20 p.m.
to Kansas Express.....	2:15 a.m.	2:25 p.m.
to Chicago Express.....	2:20 a.m.	2:30 p.m.
to St. Louis Express.....	2:25 a.m.	2:35 p.m.
to Kansas Express.....	2:30 a.m.	2:40 p.m.
to Chicago Express.....	2:35 a.m.	2:45 p.m.
to St. Louis Express.....	2:40 a.m.	2:50 p.m.
to Kansas Express.....	2:45 a.m.	2:55 p.m.
to Chicago Express.....	2:50 a.m.	3:00 p.m.
to St. Louis Express.....	2:55 a.m.	3:05 p.m.
to Kansas Express.....	3:00 a.m.	3:10 p.m.
to Chicago Express.....	3:05 a.m.	3:15 p.m.
to St. Louis Express.....	3:10 a.m.	3:20 p.m.
to Kansas Express.....	3:15 a.m.	3:25 p.m.
to Chicago Express.....	3:20 a.m.	3:30 p.m.
to St. Louis Express.....	3:25 a.m.	3:35 p.m.
to Kansas Express.....	3:30 a.m.	3:40 p.m.
to Chicago Express.....	3:35 a.m.	3:45 p.m.
to St. Louis Express.....	3:40 a.m.	3:50 p.m.
to Kansas Express.....	3:45 a.m.	3:55 p.m.
to Chicago Express.....	3:50 a.m.	4:00 p.m.
to St. Louis Express.....	3:55 a.m.	4:05 p.m.
to Kansas Express.....	4:00 a.m.	4:10 p.m.
to Chicago Express.....	4:05 a.m.	4:15 p.m.
to St. Louis Express.....	4:10 a.m.	4:20 p.m.
to Kansas Express.....	4:15 a.m.	4:25 p.m.
to Chicago Express.....	4:20 a.m.	4:30 p.m.
to St. Louis Express.....	4:25 a.m.	4:35 p.m.
to Kansas Express.....	4:30 a.m.	4:40 p.m.
to Chicago Express.....		

Night Express 7:00 p.m. 8:15 a.m.
East Express 7:05 p.m. 8:30 a.m.
City & St. Joe Express 7:00 p.m. 8:30 a.m.

& Q. Palace Dining-Car and Pullman 9-wheel
Car run between Chicago and Omaha on the
Express.

90, ROCK ISLAND & PACIFIC RAILROAD,
corner of Van Buren and Sherman-sts. City
Ticket Office, 20 Clark-st., Chicago, Mo.

	Leave.	Arrive.
Port Express	7:30 a.m.	7:05 p.m.
Express	7:40 a.m.	7:15 p.m.
North & Astoria Express	8:00 a.m.	7:30 p.m.
Accommodation	8:00 p.m.	10:20 a.m.
Express	8:00 p.m.	7:30 a.m.
and Accommodation	8:00 p.m.	7:30 a.m.

and Accommodation.....	12:40 a.m.	7:45 a.m.
and Accommodation.....	8:20 p.m.	8:20 a.m.
and Accommodation.....	4:15 p.m.	7:50 p.m.
and Accommodation.....	8:15 p.m.	8:40 p.m.
and Accommodation.....	7:10 p.m.	8:30 p.m.
and Accommodation.....	7:15 p.m.	8:30 p.m.
and Accommodation.....	7:15 p.m.	8:30 p.m.

Saturdays and Thursdays only. Sundays only.

**MO. ALTON & ST. LOUIS, CHICAGO, AND
KEAS CITY & DENVER SHORT LINES.**

Depot, West Side, near Madison-st. bridge, and
City-third-st. Ticket Office, 90 South Clark-st.

	Leave.	Arrive.
City & Denver Fast Ex.....	7:25 a.m.	7:50 a.m.
City Night Express.....	8:00 p.m.	2:30 a.m.
St. Louis & Chicago.....	7:00 a.m.	7:00 p.m.

New Orleans Express.....	9:00 am	7:55 pm
St. Louis & Springfield & Texas.....	9:00 am	7:55 pm
Burlington.....	9:00 am	8:30 pm
Kaukauna Express.....	9:00 pm	7:55 am
& Paducah R. R. Ex.....	9:00 pm	7:55 am
Lacona, Washington Ex.....	9:00 pm	8:30 pm
Dwight Accommodation.....	5:00 pm	6:30 am

MILWAUKEE & ST. PAUL RAILWAY

depot, corner Madison and Canal-st. Tickets at South Clark-st., opposite Morgan House depot.

	Leave.	Arrive.
Express.....	7:55 am *	7:45 pm
Special (Round-trip)	8:30 am	8:30 pm

* Milwaukee, Green Bay and Menasha through Day

[illegible]

& Texas Fast Line.....	1:30 p.m.	8:30 a.m.
New Orleans Express.....	1:30 p.m.	8:30 a.m.
Texas Express.....	1:30 p.m.	8:45 a.m.
Id. Express.....	1:30 p.m.	8:45 p.m.
Id. Night Express.....	1:30 p.m.	8:45 p.m.
Burlington & Keokuk.....	1:30 p.m.	8:45 p.m.
Burlington & Keokuk.....	1:30 p.m.	8:45 p.m.
& Sioux City Express.....	1:30 p.m.	8:45 p.m.
Sioux City Express.....	1:30 p.m.	8:45 p.m.
Sioux City Express.....	1:30 p.m.	8:45 p.m.

Saturday night runs to Toledo only.
 Sunday night runs to Peoria only.

MICHIGAN CENTRAL RAILROAD.
 Foot of Lake St. and foot of Twenty-second St.
 Ticket Office, at Clark, corner of Second and Third
 Grand Pacific Hotel, and at Palmer Hotel.

1. Leave 1. Arrive

	AMERICA	EUROPE
Main and Air Line)....	7:00 a.m.	6:50 p.m.
Express (daily).....	8:00 a.m.	7:40 p.m.
Express (daily).....	4:10 p.m.	4:00 p.m.
Express (daily).....	7:10 p.m.	7:00 p.m.

WFO, FT. WAYNE & CHICAGO RAILWAY.
 Fort Wayne Canal and Madison st. to Victor Colony
 1st, Palmer House, and Grand Pacific.

	Leave.	Arrive.
Express.....	6:45 a.m.	7:00 p.m.
Express.....	8:15 a.m.	8:30 p.m.
Express.....	9:15 p.m.	9:30 p.m.

BAITMORE & OHIO.

	Leave.	Arrive.
Express	8:50 a.m.	9:59 a.m.
.....	9:40 a.m.	7:59 a.m.

LE SHORE & MICHIGAN SOUTHERN.

	Leave.	Arrive.
Mail—Ond Line	7:35 a.m.	7:40 a.m.
.....	8:15 a.m.	8:40 a.m.
Express (daily)	9:05 a.m.	9:50 a.m.
.....	9:55 a.m.	10:40 a.m.
Express	7:10 a.m.	7:40 a.m.

	Leave.	Arrive.
Indianapolis, Louisville and East Day	8:00 a.m.	8:10 p.m.
Night Express	8:00 p.m.	7:10 a.m.

KANSAS CITY LINE

out of Lake St. and foot of Twenty-second st.

	Leave.	Arrive.
Indianapolis and Louisville Express	8:00 a.m.	8:00 p.m.
Night Express	8:00 p.m.	7:25 a.m.

GO & EASTERN MAINLINE RAILROAD
 "Pearlie Route"
 Leave, 77 Clark-st., 138 Dearborn-st., and De-
 pot, corner Clinton and Carroll-st.

	Leave	Arrive
& Florida Express.....	7:00 P.M.	7:20 P.M.

GOODRICH STATIONS

Stacy, Milwaukee, Chicago, Man-		
ufacturing, Manitowish.....	6:30 A.M.	7:00 A.M.
boat don't leave until.....	6:30 A.M.	7:00 A.M.
.....	7:00 A.M.	7:30 A.M.
.....	7:00 A.M.	7:30 A.M.
Grand Haven, Grand Rapids, Holland.....	7:00 A.M.	7:30 A.M.

... and Lake Superior town. Tuesday 5 PM
 Dr. Joseph
 Dr. Boas (of St. Joe) leaving in
 ... of Michigan. St. ...
 ...
MISCELLANEOUS
 ...
DR. KEAN,
 73 South Clark-st., Chicago.
 personally or by mail, free of charge, with
 nervous, or special diseases. Dr. K. Kean is the
 ... in the city who warrants cure or refund.

